

Examination of the Welwyn Hatfield Local Plan

Council's Statement - Stage 8 Hearing session

Southern Settlements

Settlement: Hatfield

Policy Number: SADM26

Site References: HS11 (Hat11)

Matter number: 2

Issues: Infrastructure

Question Numbers: Q13-21



Matter 2 – Infrastructure

The Framework in Section 8 seeks to create healthy, inclusive communities through the planning system and to deliver the recreational and cultural facilities and services the community needs through a proactive and positive approach. In Section 9 it promotes sustainable transport and the provision of viable infrastructure, necessary to support sustainable development.

13) How extensive are the significant upgrades to the site's access?

Welwyn Hatfield Response

- a) Site **HS11 (Hat11)** is located within an area of elevated land to the south of South Way (A1001) and to the east of Hatfield cemetery.
- b) At an earlier stage of Local Plan consultation in 2015, the promoter submitted an Access Appraisal (**lpc 4522**) to illustrate that an access, via a modified arrangement of the existing cemetery access junction, could accommodate the traffic associated with the level of development proposed.
- c) As part of the assessment of site suitability to inform the selection of sites in the Draft Plan, the principle of upgrading the existing cemetery access off South Way was considered acceptable to the Highway Authority, subject to detailed design. The HELAA 2016 (**HOU/19**) indicated that access could be achieved via an upgrade to the existing cemetery access with the potential for a new signalised junction.
- d) The promoter's Reg.19 representation (**dlpps 2129**) indicated that a signalised junction on South Way would accommodate the level of traffic that would be generated by the development and would also accommodate pedestrian and cycle movements across the junction; and in so doing provide a safe crossing of South Way between site **HS11 (Hat11)**, Welwyn Hatfield Lawn Cemetery and the existing built area of Hatfield.
- e) The promoter has advanced that such a signalised junction could be provided within land either under the control of the site landowner or within Highway land, and that the relatively simple nature of junction enhancement (involving a slight junction relocation to the east of the existing junction) is not significant. An amendment to Table 10 of the Draft Local Plan has been requested accordingly.
- f) However, the precise details of any upgrades deemed necessary would not be considered in full until the planning application stage, and in accordance with development management policy **SADM2** of the Draft Plan, at that stage, proposals would need to be accompanied by a Transport Assessment.
- g) This echoes paragraph 32 of the NPPF (2012) under which the Draft Plan is being examined. A Transport Assessment would, at the planning application stage, set out the transport issues relating to the proposed development and identify any measures required to improve accessibility and safety for all modes of travel, and deal with the anticipated transport impacts of the development.
- h) Whilst upgrades may not be considered to be 'extensive' they would nevertheless be likely to involve sufficient measures to achieve a re-modelled/re-located access to the

site and the cemetery, address connectivity between the site and the existing urban area of Hatfield, the potential for the introduction of a signalised junction and the relocation of bus stops. At this stage, no modification has been proposed to Table 10 of the Draft Plan.

14) Is there sufficient capacity within the local schools to provide places for the children likely to be generated by the development?

Welwyn Hatfield Response

- a) Yes, a new primary school is to be provided on site as discussed in the response to Q1.

15) If not, what extra capacity is required and where would it be located?

Welwyn Hatfield Response

- a) See above

16) Is there sufficient capacity within local health services to meet the primary health care needs of the persons who would reside in the development?

Welwyn Hatfield Response

- a) Yes (please, see response to Q2).

17) If not, what extra capacity is required and where would it be located?

Welwyn Hatfield Response

- a) See above

18) Would it be viable to provide a local convenience shop on this site?

Welwyn Hatfield Response

- a) The Council do not consider that it would viable to provide a convenience shop on this site due to its scale.

19) Are any community facilities likely to be proposed on the site?

Welwyn Hatfield Response

- a) No, apart from the primary school. As noted in question 3, the future residents of this site are likely to use the community facilities within Highview Neighbourhood Centre.

20) Has the proposal's impact on local infrastructure been effectively considered?

Welwyn Hatfield Response

- a) Yes. In line with the NPPF 2012 (paras 156, 162), the Council has continuously worked with the relevant infrastructure and service providers, and landowners to assess how the location of and scale of potential housing allocations within Hatfield may impact on the capacity of its existing infrastructure and whether any proportionate enhancements or new provisions are required to address additional demands of growth and support sustainable development. A range of infrastructure providers (.i.e. Hertfordshire County Council Highway and education, Thames Water, Utility providers) were consulted during the assessment of potential sites both through the HELAA and cumulatively at different stages of the Local Plan process. Their consultation responses have informed the proposed allocation of site **HS11 (Hat11)** and the new or enhanced supporting infrastructure required.
- b) A number of Statements of Common Ground and Memoranda of understandings (**EX13, EX57, EX55**) have been agreed between the Council and key stakeholders, to address any outstanding issues and demonstrate effective cooperation, to address any infrastructure matters relating to the Plan.
- c) In line with the NPPF 2012 (para 162, 182), no constraints have been identified that could delay beyond the plan period or prevent future delivery of the proposed housing site **HS11 (Hat11)**.

21) Is the site's overall viability sufficient to be able to support the required significant highway improvements as well as any other required improvements to infrastructure and facilities?

Welwyn Hatfield Response

- a) Yes. The Council do not consider that the required highway improvements of site **HS11 (Hat11)**, in addition to other requirement, will result in any abnormal costs that will impact its viability or delivery.
- b) The Combined Viability Policy Viability Update (August 2016) (**VIB/5**) study is considered to be a proportionate evidence for assessing the viability issues of the site, at this stage of the process. This demonstrated that development in this area is generally viable.

